

state route 24 Fact Sheet

STATE ROUTE 24 corridor system management plan



Steps in State Route 24 CSMP Development Process

- Identify Stakeholder Team and Describe Corridor
- Identify Existing Corridor Performance and Current Corridor Management Strategies
- Complete Corridor Performance Assessment & Identify Potential Strategies
- Complete Evaluation of Potential Strategies
- Complete Draft CSMP (May 2010)
- Adopt Final CSMP (July 2010)

State Route 24 CSMP: A Regional Gateway Connecting Contra Costa and Alameda County

State Route 24 provides a regional connection between Contra Costa and Alameda counties; it features the Caldecott Tunnel which functions as a regional gateway between I-680 to the east and I-80 and I-580 to the west.

The Alameda County portion of State Route 24 is approximately 6.24 miles long. It begins at I-580 in Oakland, crossing State Route 13 before ending at the Alameda/Contra Costa County line. The Contra Costa portion is approximately 9.14 miles long. It begins at the Alameda/Contra Costa County line and terminates at I-680 in Walnut Creek.

Understanding CSMPs

A Corridor System Management Plan (CSMP) responds to the following questions:

- **How is a corridor performing?**
- **Why is it performing that way?**
- **What strategies and improvements best address the problems?**

The need for preparing CSMPs is based on the need to efficiently and effectively use all transportation modes and facilities in congested corridors so as to maximize mobility, improve safety and reduce delay costs. Each CSMP will address highways, local parallel roadways, regional transit services and other regional modes pertinent to corridor mobility.

The California Transportation Commission (CTC) requires CSMPs be developed for corridors within which projects are funded from the Corridor Mobility Improvement Account (CMIA – created by the passage of Proposition 1B in November 2006).

Corridor Area and Partner Agencies

Caltrans is working in partnership with local agencies and groups to develop a CSMP for the SR 24 Corridor, whose limits are the I-580/I-980 interchange to I-680 in Walnut Creek.

The SR 24 CSMP is expected to be completed by Fall 2009. Its recommendations will then be considered in the transportation planning processes that are conducted by the Metropolitan Transportation Commission (MTC), Caltrans, the Alameda County Congestion Management Agency (ACMA), and the Contra Costa Transportation Authority (CCTA); all agencies that are responsible for funding and implementing regional and interregional transportation projects.

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Congested Locations (2007) for State Route 24

Morning Peak-Period

- 1 East Bound SR 24 from SR 13 to Caldecott Tunnel — 1,080 VHD*
- 2 West Bound SR 24 from Camino Pablo to Gateway Blvd — 280 VHD
- 3 West Bound SR 24 from I-680 to East of Laurel Drive — 220 VHD
- 4 West Bound SR 24 from SR 13 to West Telegraph Avenue — 170 VHD

Evening Peak-Period

- 5 East Bound SR 24 from I-580 to Orinda — 2,500 VHD
- 6 West Bound SR 24 from Orinda to Caldecott Tunnel — 1,280 VHD
- 7 East Bound SR 24 from Acalanes to I-680 — 660 VHD

Source: State of the System 2008

* VHD stands for Daily Vehicle Hours of Delay. Delay occurs when average travel speed falls below 35 mph for 15 minutes or more.

The CSMP requirement is noted in the Baseline Agreements of all projects receiving CMIA funding. CMIA funds have been allocated for the following improvement project on the SR 24 Corridor:

- Caldecott Tunnel 4th Bore

Caltrans District 4 is the lead agency on CSMP development in cooperation with regional and local transportation partners and stakeholders. Progress on CSMP milestones is monitored by the CTC-appointed CMIA Delivery Council.



Corridor Specific Issues

- Key regional commuter route
- Caldecott Tunnel functions as regional gateway
- Officially designated Scenic Highway
- Entire length of corridor served by BART
- Local bus service serves as feeder access to BART and neighborhood access
- Growth in Central and Eastern Contra Costa County has contributed to SR-24 congestion
- Bicycle/Pedestrian access barriers to transit hubs exist in many communities

For questions regarding the CSMP, please contact D4 Senior Transportation Planner **Erik Alm** at 510-286-6053 or email at erik_alm@dot.ca.gov